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PHOTO INTELLIGENCE MEMORANDUM

SWATOW AIRFIELD

23°22'N - 116°43'E

GP/I-134

26 October 1955

Declass Review by
NIMA/DOD

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NO CHANGE IN CLASS. ☒
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CENTRAL INTELLIGENCE AGENCY
Office of Research and Reports

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GP/I-13h
25 October 1955

SWATOW AIRFIELD

25°22'N - 116°13'E

Swatow Airfield (Old Swatow Airfield) is located 1 1/2 miles east of Swatow on the north shore of Swatow Harbor (see Photo Enclosure).

Runways: The main hard surface runway is 4300' x 160' oriented in a ENE/WSW direction. Bomb crater damage was repaired in [REDACTED] and the main runway is now considered serviceable for limited use.

25X1D

A second sod-surface or gravel runway, 3800' x 330', oriented in a NNW/SSE direction is not serviceable.

Nine small barrack type buildings have been constructed on the runway.

Buildings: Of eleven buildings located near the southwest end of the main runway, nine consist of a small hangar [REDACTED], two storage sheds 25' x 15', two small barrack type buildings and four small sheds. Two one-story buildings 90' x 40' are of recent construction as indicated by photography dated [REDACTED]

25X1D

25X1D

The barracks area on the secondary runway consists of six buildings 75' x 35', two buildings [REDACTED] and one building 25' x 15'.

25X1D

Defenses: The airfield is currently defended by a four gun medium AA battery and a searchlight.

Additional Installations: No additional installations were noted

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in the airfield area.

Comment: There are no indications to date that the runway is being lengthened. Activity within the past year has been limited to the repair of the bomb craters on the main runway, construction of the buildings on the secondary runway, the construction of the two buildings near the southwest end of the main runway and limited improvement of drainage facilities.

REFERENCES:

AMS map series L-500 Sheet No. NF 50-2.

USAF Aeronautical Approach Chart 614 BI.

Airfields and Seaplane Stations of the World, Volume No. 31.

Aerial photographic coverage as recent as [REDACTED]
has been used in the preparation of this report.

25X1D

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